

recitations in question. The Examiner is respectfully thanked for pointing out these matters.

Reconsideration is again respectfully requested of the objections to claims 8 and 15 under 35 USC 112. The claims have previously been amended to avoid the objectionable subject matter. The Examiner is again respectfully thanked for pointing out these matters.

An abstract is being submitted.

Reconsideration is again respectfully requested of the rejection of claims 1-19 under 35 USC 103 over any combination of US 6865516 B I Donald George Richardson (hereinafter Richardson) in view of US 20020111819 Al Li et al. (hereinafter Li), Data Element, Wortham, Douglas Ghazarian, and any of the references.

The claims are believed to be distinct and non-obvious from the references by virtue of the recitation in claim 1 “the step of sensing the condition on the freight asset includes monitoring the sensed condition automatically and in real time; the step of transmitting the information concerning the sensed condition to the monitor system includes automatically responding to the condition in real time; the step of translating the information concerning the sensed condition from the first format to the second format including converting open system messages into existing industry standard freight messages; whereby said standard freight message provides immediate context for the user”;

The dependent claims are believed more specifically to be distinct and non-obvious from any combination of references by virtue of the recitation in claim 2 “automatically transmitting information concerning the second sensed condition over the wireless system to the monitor system in an open system message format; translating the information concerning second conditions from respective open system messages into an industry standard freight message format; transmitting the information concerning the

second sensed condition from the monitor system to said second user the format of industry standard freight messages; said first and second freight asset together constituting a plurality of freight assets; said first and second conditions constituting a plurality of conditions, and said first and second users constituting a plurality of users;”, the recitation in claim 3 “in the monitor system comparing of the information concerning the plurality of sensed conditions transmitted over the wireless system with respective ones of a plurality of predetermined conditions specified within standard freight shipment messages, to notify the plurality of users of respective disparities with the predetermined conditions and provide status updates in the standard freight shipment message of the plurality of users; and automatically transmitting via the wireless system respective change commands to the actual condition on the plurality of freight assets to conform to the condition specified in the respective user’s standard freight shipment message.” the recitation in claim 4 “causing said translator to reconcile events derived from wireless communications directly in the format contained in the freight message of gps coordinates to a “named area or location” in a standard shipping document, thereby allowing a specific sensor reading to be directly applied through the entire monitoring, communication and network path to create notifications that the documented shipment condition is initiated, satisfied or terminated”; the recitation in claim 5 “automatically transmitting the information concerning the sensed conditions over a wireless system to the monitor system by extracting relevant information from standard freight shipment messages and delivering predetermined conditions via the use of a translator”; the recitation in claim 6 “transmitting the information concerning the sensed conditions over a wireless system to the monitor system includes wireless notification transmissions events in real-time in real-time from a freight asset, based on pre-determined conditions identified in a standard freight message to the monitor, and, translating information and the messages the transmission with a meaningful event to be used for tracking and monitoring of freight assets”; the recitation in claim 7 “transmitting the information concerning the sensed condition over a wireless system to a monitor system includes wireless notification transmission events in real-time in real-time from a freight asset, based on pre-determined conditions identified in a standard freight message, and, by transmission to and from a translator in the monitor system, associating the transmission

with a meaningful event to be used for tracking and monitoring of a commodity transported in a freight shipment”; the recitation in claim 8 “from said plurality of freight assets automatically triggering and communicating in real time via a wireless system status notifications from entry of the sensor into an area governed by GPS coordinates on an intelligent device, pre-determined by designated locations in the users’s systems, corresponding to the users’ designated location, delivered in the second format to the user’s freight system in real-time”; the recitation in claim 9 “automatically transmitting specific information contained in standard freight messages to a translator in the monitor system and from the translator to automatically evaluate prescribed and pre-determined shipment conditions to actual shipment conditions communicated by wireless communications, including a prescribed temperature set point setting for a commodity identified in the standard freight messages of refrigerated transport equipment”; the recitation in claim 10 “automatically comparing of weight of a load of a freight asset in one of the monitoring systems and the weight specified by a user by comparison in a translator in the monitor system”; the recitation in claim 11 “evaluating messages initiated by a sensor at one of terminal operations and intermodal ramp activity, and freight asset location messages and related status messages, triggered by a change in a critical condition and transmitting to the translator and from the translator to allow immediate exception reporting in one of a monitoring system or a user system”; the recitation in claim 12 “sending a confirmation notification of a change in a condition at a sensor and confirmation of the actual change to said monitor system and transmitting the confirmation notification from the sensor as a standard freight status message in the format of the user’s system to assure compliance to the predetermined condition”; the recitation in claim 13 “transmitting a command to the translator and from the translator to a sensor to lock doors of freight asset when the asset has left a prescribed location contained in the standard freight message”; the recitation in claim 14 “automatically initiating a shipment status message in standard shipment formats, using real-time information from a sensor by transmitting to a translator in the monitor system and from the translator wirelessly”; the recitation in claim 15 “loading pre-determined conditions and trigger events with a translator in the monitor system onto a sensor on a freight asset, said conditions corresponding to the standard conditions transmitted to the translator and

contained within standard freight messages, including designated locations, set point temperature and presence of auxiliary equipment”; the recitation in claim 16 “triggering onto a sensor events which correspond terminal operations and intermodal ramp activity and related standard freight messages relevant status information, by transmitting the sensor events to a translator in the monitor system and from the translator to the users of standard freight information trigger events and corresponding trigger events managed by a sensor”; the recitation in claim 17 “establishing pre-determined conditions and trigger events on a fleet of freight assets associated with a user, and establishing other pre-determined conditions and trigger events on an entirely separate fleet associated with another user. on the basis of information in the standard freight shipment messages transmitted to a translator in the monitor system and from the translator to the sensors, including one of lading, waybills, status messages, and location messages”; the recitation in claim 18 “wireless intelligence including the sensor on a freight asset to evaluate status conditions that automatically trigger transmissions, and translating the status conditions into industry standard freight messages, the messages to include EDI and XML-based standard freight shipment messages, including but not limited to EDI 322”; the recitation in claim 19 “mounting intelligent wireless devices and integrating the intelligent wireless devices mounted on freight assets with standard shipment messages communicating relevant shipment conditions in the same format via the translator.

Claim 20 is believed to be distinct and non-obvious from any of the references, alone or in combination, by virtue of “a plurality of groups of two-way-communicating freight asset devices each wirelessly and automatically coupled to said wireless monitor system and each group automatically associated in said data base with one of said user systems on a real time basis;; said monitor system including a standard-freight-message to-and-from open-system-message translator coupled to the data base.”

None of the references alone or in combination suggests these features nor in any sense makes them obvious nor unpatentable.

The claimed invention is based on the recognition that the contents available on the wireless device are widely different than those planned for and available within a freight user's system. The prior art fails to deal with sensed conditions by a wireless intelligent device being significantly different than those applied to standard freight messages.

The Examiner admits that Richardson does not disclose translation nor the reception and transmission in the separate formats. He alleges that Li discloses a type of translation. However there is nothing in either patent which suggests the presently claimed translation, and transmission. Further there is nothing in any combination of any of the references that suggests sensing freight data in open format and receiving in standard freight messaging format and automatically correcting in open format on the basis of data sent in standard freight messaging format, all in real time.

The present claims involve translation which effectively couples standard freight message contents automatically with logic resident on a wireless device. This coupling occurs via a translator or translation. It was simply not obvious within a person of ordinary skill in the art to effectively utilize the claimed invention.

As a further point the claims are directed to "automatic" and "real-time" communication via the translator to and from autonomous wireless devices, from a freight conveyance, without the aid of human intervention or auxiliary devices. The combination of art cited by the Examiner attempts fail to deal with such problems.

The claims involve transmitting sensed and pre-determined conditions from the asset to "user compatible formats", which are significantly different than those envisioned in previous art. The claims answer a need which arises from the fact that a wireless device is a uniquely autonomous device, which serves the need of thousands of freight assets simultaneously. The claimed invention makes it possible to "automatically couple" the freight standard content to the required monitoring logic of the wireless device, via a translation process. This overcomes the problem that, in some cases, the

sensed conditions are in significantly different formats than those contained in freight messages. Because the freight assets are reusable conveyances for newly created freight messages, the claimed method allows reformatting and refreshing the EDI translated logic on each wireless device constantly via use of a translator. The cited field of art simply does not deal with or describe the constraint that is overcome largely because of (1) reliance on fixed site automatic data collection points of a known geographic region applicable to freight messages and (2) human intervention in the initiation of shipments or collection of data at destination, where human interpretation of standard freight messages is necessary, and (3) other factors.

The claims involve an autonomous monitoring system that compares the sensed conditions with requirements established by the user automatically via “user compatible formats”. The claimed invention explicitly overcomes the problem that wireless monitoring device formats are significantly different than user compatible formats used in standard freight messages. No combination of the cited works suggests that a translation problem exists between freight dispatch orders and asset monitoring formats.

The claimed arrangement provides assurances that the actual set point is compliant with a prescribed temperature set point range appropriate for the commodity. The claimed arrangement allows the user to compare the wireless generated information from equipment located on the asset to shipping records and provide immediate context to the shipment without the need for local reading devices or operator inputs. Richardson in combination with the other references fail to envision this automatic non-human-interaction. Therefore in Richardson, the need for a translator between the Standard Freight Message and intelligent wireless device is neither necessary nor envisioned. The other cited art fails to add anything to suggest the need.

The claimed method and apparatus makes possible the utilization of wireless devices to automatically assess “user compatible” content information, specifically from planning information (EDI messages) and delivering via wireless communications “user compatible” content to the User System in their format (EDI information) serving as status information. Again, none of the cited works address that the translation problem exists between EDI formats and the wireless device content information. The claimed

method and apparatus make possible an end-to-end system, which collects the broadest spectrum of user freight messages in their compatible formats, translates them into formats uniquely suitable to stand-alone wireless devices, which accommodate freight planning information and deliver freight status information autonomously in real time. Specifically, the claimed invention makes possible a translation of user compatible formats in a freight message to a device compatible format automatically, in real-time, to an autonomous wireless device without human interaction, entirely on its own with only the aid of its internal logic and intelligence. No combination of the cited prior art identifies this process, nor are the details of the required translation process cited in any previous work. Thus, the claimed invention makes it possible to create message content, that satisfies the "user compatible requirements via a "translator" in a wireless monitor system. This means, that at its most basic level, the wireless device is able, entirely on its own, and with the aid on only its internal logic and intelligence, to satisfy the "user compatible format" content required by the System User. No combination of the cited prior art suggests this concept.

In view of the above, it is respectfully requested that the claims be allowed and the case passed to issue.

Respectfully,

A handwritten signature in black ink, appearing to read "Leo Stanger". The signature is fluid and cursive, with the first name "Leo" written in a larger, more prominent script than the last name "Stanger".

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